G. R. S. 59] GPB—15,000—20-12-13

GENERAL AND REVENUE SECRETARIAT.

1912.

(S/A)

File No. 542-12

20

Serial Nos.

Papers Filed.

Month May, 1913

SUBJECT.

Rates of T. A for swift journeys by Motor Cars.

PREVIOUS REFERENCES.	LATER REFERENCES.
S.P. Shwebhaffy. Of 26/5/1915.	S/A 2-15 & 1-15. & Dec 16.

No- 9.30
14.8.13.

G.R.S. 11] 1912.

GENERAL AND REVENUE SECRETARIAT.

(S+a)

NOTES.

File No. 5742-12

FILE HEADING.

Rates of D.a for swift journeys by Motor Cars.

From

No.	Dated	Received

Diary No.	Enclos.	Spare Copies.	Serial No.

BRIEF ABSTRACT OF LETTER.

NOTES AND ORDERS.

Flag B

Secy

Secy

Secy

General Secys order in S+a file 5742-11, "20 Br 11" for issuing the draft approved by the Ist Councillor & kindly returning the file for the Consideration of the general question raised by the

NOTES—First Sheet.

GPB—30,000—12-8-11

R. S. 12]

General and Revenue Secretariat.

Sta File No. S 42 of 1912

Serial No.

the Comptroller" ~~Subd~~ For discussion
please see notes in the collection put up.

BR
3/4 BBR
2) Subs to file as directed
L
5/4/13

3) I don't see the in the annexed slip the draft addendum put up for directed by the file (see para 2 & 6 of the note in the file). What has become of the draft?

WB
[illegible]/4

Subd L
12/4/13

Flag R.

Subd ~~Please~~ This is now restored to its place.
Please see flag R.

BBR
12/4/13
4) Put up)

L
12.4.13.

5) I don't see the necessity for the proposed addendum to the Bye-laws Service Regulations.

6) Clause (a) of the proposed AR 593(A) does not enunciate any new principle. It is only a repetition of the rules as they are now in existence; and as such there

NOTE—Contn. sheet.

GPB—65,000—17-6-12.

Serial No.

is no need for it.

7) (b) I do not see the principle on which a maximum rate of mileage is prescribed for motor cars. Certainly it is not because motor cars are less expensive as regards running charges than other modes of conveyance.

8) (c) This clause ~~rule~~ if adopted, may lead to absurd results. For instance a Dept. can ~~send from one place to another~~ travelling a distance of 24 miles in a day will get 12 As mileage if he does the journey on his bicycle or with his horses; whereas he is to get only 10 As if he performs the journey by motor.!!

9) — I think that the proper rules are unnecessary & their imposition will be attended with considerable hardship to ~~those~~ officers owning motor cars & journeying in them

10) No doubt something should be done to check the tendency on the part of motor car owners to push long distances in their cars & making heavy

NOTE—Contn. sheet.

GPB—65,000—17-6-12.

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mileage leading to a good deal of expenditure of post money without corresponding benefit to post. But ~~in this~~ this way to prevent it is not by reducing the mileage allowances for motor cars but by exercise of careful check & scrutiny of long distance journeys performed by officers, when such journeys are not absolutely necessary in public interest. (11) The comptroller who is paying an audit officer cannot exercise such a check & scrutiny. All that he can do is to see that the bills are not vitiated. It is for the countersigning officers to exercise such check & guard against abuses. So in the case of subordinate officers whose bills are countersigned by their respective superiors or by the heads of depts. these officers will ~~have to be~~ be responsible for the necessary check & scrutiny being exercised over the bills. But in the case of HQ & dept themselves, whose bills are sent up to the comptroller without the medium of a countersigning officer, it has to be considered whether as responsible officers occupying a high position they

NOTE—Contn. sheet.

GPB—65,000—17-6-12.

R. S. 12]

General and Revenue Secretariat.

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Serial No.

Fl no:
11-10 M

may be trusted to use ~~his privilege allowance~~ their power & privilege with care and discrimination or when they may be asked to send in their T.A bills to ~~the~~ ~~may~~ for being ~~countersigned~~ checked & forwarded to the Comptroller with his Countersignature by the Secretary in the Department concerned

22/4/13

M) Dewan
Through 1st Councillor

13) The necessity of checking unduly ~~the~~ rapid & long journeys is a problem to be faced. Perhaps reduction of rate after some limit (say 30 miles) to 4 Annas may perhaps be sufficient. Anyhow the matter may perhaps be discussed at a meeting.

22/4/13

20/4

Dewan

14) Yes as mentioned to Councillors. This question should be dealt at an early date. A detailed note showing practice in British India may be put up 26.4.13 RC

2670
26.4.13

NOTE—Contn. sheet.

GPB—65,000—17-6-12.

G. R. S. 12]

General and Revenue Secretariat.

S+A File No. 542 of 1912 -

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15) I shall be obliged if the Financial Secretary (Mr Lakshminarasimha Row) will put up a note about the rules & the practice in vogue in British India.

27/2/14

Hag P.

16) Typed note submitted as directed.

5.8.28

Secy)

Hag P + O 1 2

17 Two notes prepared by the Financial Asstt: Secretary are herewith put up. Note (1) deals with the question of rapid journeys by motor and gives the practice in British India in this respect. Note (2) relates to the countersignature of the T.A. bills of Heads of Departments and other high officers of Government.

18 As regards the rates for motor journeys, the rules now in force in Mysore seem to quite sufficient and to require no amendment.

19 With regard to the countersignature and the audit of T.A. bills of Heads of Departments

NOTE—Contn. sheet.

GPB—65,000—17-6-12.

and

Serial No.

and other high officers of Government, the practice in Mysore now is the same as that in British India, where the T.A. bills of these officers are not subjected to any other check or scrutiny except that of the audit office. This privilege is conceded to these officers apparently in consideration of the high and responsible position they occupy and the undesirability of subjecting them to the same restrictions as are applicable to subordinate officers. It is now for consideration, whether in the case of these officers it is necessary to withdraw the privilege which they have been long enjoying and to have their T.A. bills subjected to the scrutiny of their superiors or of the Government in the Departments concerned, before they are passed on to the Comptroller for audit.

20. In my humble opinion, there do not appear to be good and satisfactory grounds for making any change in the rules and practice in force at present in this respect.

NOTE—Contn. sheet.

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13/8/13

R. S. 12]

General and Revenue Secretariat. | S & A File No. 542 of 1912

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Jl mis 1170 - 12

Circulated in connection.
(Vide Dewan's note on para 13)

13/8 Dewan 14/8

I do not think Govt. should consider that any revised or additional Rules are required.

17/8/13

18/8 Dewan

Jl mis 1170 - 12

2 Jl mis 1170 - 12

Dewan do I

?2/8

4830
23-8-13

Dewan

22/8 Dewan 24/8

7-10-13

File returned from the Dewan's office

Note

24/10/1913

NOTE—Contn. sheet.

GPB—65,000—17-6-12.

N O T E.

When any officer prepares a bill, whether salary, contingent or Travelling allowance he is primarily responsible for the accuracy of the claim he prefers. He is expected to understand the rules and act in conformity with them. In the case of Travelling allowance claim he should also understand that it should not be made a source of profit and that it is intended to meet the expenses of locomotion of himself, personal servants and baggage and also the extra cost incidental to a change of place and does not cover his messing expenses.

2. To watch that bills are prepared with due attention to the rules and that the various journeys &c., are made or in the interests of public service, Government have decided that bills of certain classes of Officers should pass to the audit office through the mediary of the countersigning Officer whose duty it is to see that the rules are followed and satisfy himself of the necessity for the journeys actually made and then pass them on to the audit office. In claims of greater magnitude, Government reserve the right to sanction the claims themselves, e.g., journey beyond the State,

halts of more than ten days and special rates &c.,

3. The countersigning Officer can disallow the whole or a portion of the travelling allowance claimed for any journey or halt, if he considers that the journey was unnecessary, or that it was not completed with due expedition, or that the halt was of excessive duration He is also expected to scrutinise the distances entered in the Travelling Allowance bill (especially in the case of journey on tours) though they are also liable to examination again by the Audit Officer and he has also to check any tendency to abuse the option of exchanging a daily rate for mileage. In short, the controlling Officer is responsible for the correctness of the claims preferred by the Officers subordinate to him.

4. The rules regarding the countersignature and audit of Travelling allowance bills are the same both here and in British India. Certain Officers in virtue of the high positions they occupy are exempted from countersignature. A list of such in Mysore and British India is appended..

5. Though these officers are exempted from Countersignature, they are expected to carefully follow the rules laid down on the subject;and with the check and

and scrutiny administered in the audit department, there may be nothing more that may be wanting in this connection.

6. If, however, Government are of opinion that the scrutiny administered by the Officers themselves before the bills are challenged by the audit department is not enough, all Officers whose bills do not require countersignature may be made to send their travelling allowance bills to the Administrative Secretariat concerned where they may be scrutinised with the assistance of the Finance department and then passed on to the audit office.

7. It is further respectfully submitted that the unsatisfactory state of affairs ~~is~~ has not due to want of countersignature but to a want of sufficient organised programme of touring by the Officers . If the Government and each Head of a Department were to call for and approve, say once a quarter, a tour programme from ~~his~~ their subordinates and make them stick to that programme, much of the trouble might vanish. The countersigning Officer who is the best judge to see to the necessity and adequacy of the journeys and the work to be done would have a definite idea before him when countersigning and the programme by not allowing fre-

frequent journeys between the same point would also lead to a saving and perhaps to a wider and more general system of supervision than that obtaining at present. In fact under such a system every nook and corner of an Officer's charge would be visited in a year by a systematic course of travelling than-that- and will discourage travelling between two points many times.

8. It is therefore submitted that instead of asking bills of high officers to be sent for scrutiny, their programme of tours may be regularly got and checked in the administrative Branch of the Secretariat and a copy furnished to the Comptroller after approval. The This might produce the desirable result.

9. The ideal should be reached by letting the bills into the Secrett and Comparing the journeys with the Programme there passing the bill on to the Audit Office. In this Case the tour programme need not be sent to the audit office at all. This course has the advantage that the Checking Secrett might on Reasonable Explanation being furnished condone deviation from the approved programme.

Secy)

29.7.13.

I. Heads of Departments in Mysore.

1. Chief Judge and Judges of the Chief Court.

2. Chief Engineer.

3. Engineer in Chief, for Railways.

4. The Chief Electrical Engineer.

5. State Geologist.

6. Revenue Commissioner

7. Inspector General of Prisons.

8. Inspector General of Police.

9. Comptroller.

10. Survey Superintendent.

11. Inam Superintendent.

12. Conservator of Forests

13. Excise Commissioner.

14. Inspector General of Registration.

15. Senior Surgeon.

16, Inspector General of Education.

17. Chief Commandant.

18. Director of Agriculture.

19. Director of Commerce and Industries.

II. Secretaries to Government(including Private Secretary to the Dewan).

III. Principal Officers attached to Palace.

1. Private Secretary to His Highness.

2. Huzur Secretary.

3. Durbar Surgeon.

Heads of Departments in British India.

1. Board of Revenue.

2. High and Chief Courts.

3. Director of Public Instruction.

4. Surgeon General and Inspector General of Civil Hospitals.

5. Inspector General of Police.

6. Inspector General of Prisons.

Our Superintending Engrs. are not exempted.

7. Chief and Superintending Engineers, D.P.W.,

8. Settlement Commissioners and Commissioners of Divisions.

Our District & Sessions Judges not exempted.

9. District and Sessions Judges..

10. Chief Conservator and Conservator of Forests.

11. Excise Commissioner

12. Director of Agriculture.

13. Director of Land Records.

14. Collectors of Customs.

Our Examiner is Comptroller.

15. Examiners of P.W. Accounts.

16. Lord Bishop, &c.,

17. Senior Chaplain.

Our Govt. Advocate not exempted.

18. Advocate General.

19. Sanitary Commissioner.

20. Inspector General of Registration.

II. Secretaries to Government.

(1) The British rule on the subject of journeys by motor cars is as follows:- " 2. * when a journey is performed by motor car between places connected by Railway it is left to the Local Government to decide whether the full rate of road mileage should be paid or whether it should be limited to what would have been admissible, had the officer travelled by rail in the ordinary way. The principle to be followed in such cases is to see whether any public interest was served by the road journey which would not have been served had the officer travelled by rail, such as the saving of public time or inspection work enroute &c.

3. When an officer supports a claim for a journey performed by motor car by a statement that a public interest was served by so travelling which would not have been served by a journey by rail, and clearly specifies the public interest involved, no further certificate should be required from any higher authority in those cases in which a claim to Travelling Allowance is ordinarily passed on the signature of the travelling officer himself, where a travelling allowance bill required countersignature in ordinary course the obligation imposed on the countersigning officer by article 1161(a) of Civil Service Regulations will extend to the case of any journeys performed by motor car.

* Madras Sup. to G.S.R. No. 1034

The accountant General should submit only doubtful cases for the decision of Government ".

(2) It would follow from this that road mileage is admissible under certain circumstances even when travelling by motor between places connected by Railway and that there is no limitation to allow mileage when road journeys are undertaken by private motors between places unconnected by rail. The countersigning officers' duty would be to see that hurried travelling for the sake of making mileages is not undertaken and to promptly disallow all journeys either too fast or long in the interests of public service . In cases where no countersignature is necessary, the audit office would refer doubtful cases or cases in which it differs from the countersigning officer to the notice of Government.

(3) It may thus be taken that in British India there is no rule specially for journeys by private motor car and that it is regulated by the ordinary rule. Separate rule of course exists to regulate travelling by Government Motor cars and this need not be considered in this connection.

5.8.13

A.V.

G.R.S. 26]

File No. 542-11

Serial No,

Diary No. of letter replied to 4019
+ 4976

No.

General and Revenue Secretariat

(S & a)

, the *19*

Date of issue

Signed by

Addenda and Corrigenda
to M. S.R. 4th Edition

Page 212 Article 593

Insert a new article
593A as follows:-

"For journeys by motor
car not supplied by the
State or a Local Fund,
claims to mileage are
subject to the following
restrictions:—

(a) Under Article 535(d)

over.

SUBJECT.

only railway fare admissible should be passed for parts of journeys which could have been performed by rail ↩

~~This~~ This rule should be applied with special care in the case of motor journeys and no exceptions allowed without the special ~~sanction~~ orders of Govt.

(b) The maximum rate of mileage for such journeys should be eight annas.

(c) The maximum mileage for a single day should ~~not~~ be double the daily allowance. "

List of enclosures,

Joint Secretary.

Copied by

Examined by

GPB—10,000—28-2-11.

3/10/12

Addenda & Corrigenda to the
Mysore Service Regulations,
4th Edition.

Page 211 — Article 591

Insert the following as clause (iv)

~~If a Railway Servant~~ if he travels by road by a motor car of his own, for purposes of inspection, between stations connected by Railway, and if the said car competes with Railway in speed, ~~the Railway Servant shall be~~ may claim fare & Halt admissible to double ~~First class Railway~~ and if not so a fare; otherwise mileage at 1/8 anna per a mile will be admissible.

H. Secy. to Govt.

(6)

Insertion of new article as 593A to the M. S. Regulations, 4th Edition.

First Assistant says (shows us a notice) that to prevent rapid journeys, & his road mileage does not cover allowance as paid or it shall be limited to [illegible] A

According to his proposed amendment a Dr [illegible] a motor, viewed as if for 25 miles can for city & to motorcar while if he does his business with his motor he will get Rs 12/8 for

As Standing Order. The present Rules are Extra Staff & no charge is taken for [illegible] allowance the same rules for motor journeys as for journeys by Steam Conveyance

(para 2 of the Notice)